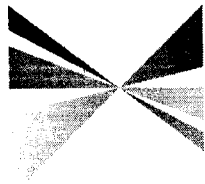


SOUTHERN CALIFORNIA



ASSOCIATION OF
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Rialto • Alan Wapner, Ontario

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Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

5/24/05

MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

Thursday, July 7, 2005

10:30 a.m. – 12:15 p.m.

***Please Note That This Agenda Is
Lengthy, PLEASE BE ON TIME.**

SCAG Offices

818 W. 7th Street, 12th Floor

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Los Angeles, CA 90017

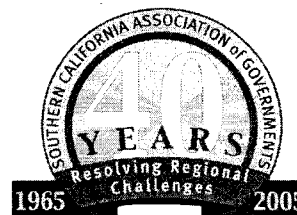
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or have any questions on any of the agenda items,
please contact Deby Salcido at 213.236.1993 or
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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

1.0 CALL TO ORDER & PLEDGE OF
ALLEGIANCE

Councilmember
Clark, Chair

2.0 ELECTION OF CHAIR AND VICE CHAIR

3.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

4.0 REVIEW and PRIORITIZE AGENDA ITEMS

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

5.0 CONSENT CALENDAR

5.1 Approval Item

5.1.1 Approve Minutes of May 5, 2005
Attachment

01

5.2 Receive and File

5.2.1 State and Federal Legislative Matrix
Attachment

05

5.2.2 SCAG Future Events Calendar
Attachment

12



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>ACTION ITEMS</u>		
6.1	<u>ACA 13 (Harman) Local Government: Assessments</u> ACA 13 exempts flood control and stormwater and surface water drainage from Proposition 218 requirements Recommended Action: Support	Charlotte Pienkos Govt Affairs Analyst Dan Griset Sr. Regional Planner	13 15 Minutes
6.2	<u>Proposed Energy Policies</u> Additional energy policies related to generation, supply, conservation, cogeneration and transmission. Recommended Action: Approve recommended policies for inclusion in the Preliminary Draft RCP Energy Chapter.	Alan Thompson Sr. Regional Planner	19 15 Minutes
6.3	<u>Policy Guidance for Implementation of the 2005 California Water Plan</u> The policies reviewed and supported by the Water Policy Task Force will guide the implementation of the 2005 California Water Plan. Recommended Action: Approve Resolution 05-465-1 and forward to the Regional Council for adoption.	Dan Griset Sr. Regional Planner	22 10 Minutes



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
6.4	<u>2% Strategy Implementation Through California Environmental Quality Act Streamlining</u> Key concepts within the on-going California Environmental Quality Act reform discussion, and legislation which might ease the implementation of the Compass Growth Vision. Recommended Action: Proceed to implement recommendations in Compass Program.	Ashwani Vasishth Associate Regional Planner	26 10 Minutes
7.0	<u>INFORMATION ITEMS</u>		
7.1	<u>SCE “Demand Response” Initiative</u> SCE will describe their Demand Response Initiative for critical times when statewide energy supplies are low.	Mark Martinez Southern California Edison	31 15 Minutes
7.2	<u>California Energy Action Plan</u> The California Public Utilities Commission will present the Energy Action Plan.	Laura Doll CPUC	10 Minutes
7.3	<u>Regional Comprehensive Plan (RCP) Update</u>	Ashwani Vasishth Associate Regional Planner	40 5 Minutes
8.0	<u>WATER POLICY TASK FORCE REPORT</u>	Councilmember Washburn, Chair	
9.0	<u>CHAIR’S REPORT</u>	Councilmember Clark, Chair	



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

10.0 STAFF REPORT

Sylvia Patsaouras
SCAG Staff

11.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on Thursday, September 1, 2005.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Energy and Environment Committee
May 5, 2005

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Los Angeles Athletic Club, downtown Los Angeles. The meeting was called to order by Margaret Clark, Chair, Rosemead. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Clark, Margaret (Chair)	City of Rosemead
Eckenrode, Norman	City of Placentia
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Vice Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zerunyan, Frank	South Bay Cities COG

Members Not Present

Cook, Debbie	City of Huntington Beach
Forester, Larry	City of Signal Hill
Harrison, Jon	City of Redlands
King, Dorothy	Gateway Cities COG
Marchand, Paul	City of Cathedral City
Nelson, Larry	City of Artesia
Portantino, Anthony	City of La Canada/Flintridge
Streator, Joyce	City of Pasadena

New Members

000001

Energy and Environment Committee
May 5, 2005

Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Margaret Clark, Chair, Rosemead, called the meeting to order at 10:07 a.m.

2.0 PUBLIC COMMENT PERIOD

None

3.0 REVIEW and PRIORITIZE

Information Items were received in the following order: 6.2; 6.3; 6.1; 6.4; 6.5. Item 6.6 was not heard due to insufficient time.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes of March 3, 2005

Recommended Action for Action Item 5.2, Nomination of Regional Council Champion Award amended to read "Motion by Toni Young to nominate Dr. Kay Martin for the Regional Champion Award, then Seconded by Washburn. The motion carried."

Motion by Washburn to approve the Action Minutes with amendments, Seconded by Young, then unanimously Approved by the Committee.

4.2 Receive and File

4.2.1 SCAG Future Events Calendar

5.0 ACTION ITEMS

None at this time.

6.0 INFORMATION ITEMS

6.2 Energy Chapter Action Plan

6.3 Solid Waste Action Plan

Jacob Lieb, SCAG staff consolidated Item 6.2 and 6.3. Both 6.2 and 6.3 are reports on two chapters under development in the Regional Comprehensive Plan. The Committee will review and discuss works-in-progress for each chapter and

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Energy and Environment Committee
May 5, 2005

Action Minutes

will be asked to help formulate planned outcomes and indicators for future outreach efforts.

The Committee also received suggestions from an Energy Workshop held at SCAG in April:

- Encourage cost effective alternative and renewable energy generation facilities
- Encourage reliable energy through diversification of sources
- Encourage greater coordination between CPUC and independent service operators
- Encourage public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit.
- Encourage co-generation where feasible
- State must establish and follow policies enabling redevelopment of energy transmission lines and related infrastructure to ensure reliability
- Encourage increase in capacity of existing transmission lines

6.1 Urban Ecology Initiatives by the TreePeople

Andy Lipkis, TreePeople, provided the Committee with a brief background on his organization and their efforts to create and support forests, environmental planning, methods of environmental literacy, and promote a greener ecosystem. The Committee asked Mr. Lipkis to return for the Regional Council Retreat or at a future meeting to provide a more in depth presentation to the board.

6.4 Environmental Justice Workshop

Jacob Lieb, SCAG staff, briefed the Committee on a roundtable discussion with a group of Environmental Justice experts on the outlined efforts in the 2004 RTP.

The group suggested a few new analytical approaches, expressed concerns specific to transportation projects, and noted potential projects that would be viewed favorably from an Environmental Justice perspective.

6.5 Habitat and Open Space Chapter of the RCP

Ashwani Vasishth, SCAG staff, briefly reviewed a table of policies, recommendations, and actions completed based on SCAG's Compass Growth Visioning document, the 2004 RTP Environmental Impact Report, and the 1996 Regional Comprehensive Plan.

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Energy and Environment Committee
May 5, 2005

Action Minutes

6.6 Water Chapter of the Regional Comprehensive Plan

This item was not heard due to insufficient time.

7.0 **WATER POLICY TASK FORCE REPORT**

Next meeting – June 9, 2005, 10a.m. to 12:30pm.

8.0 **CHAIR'S REPORT**

None

9.0 **STAFF REPORT**

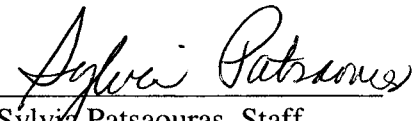
10.0 **FUTURE AGENDA ITEMS**

11.0 **ANNOUNCEMENTS**

12.0 **ADJOURNMENT**

Hon. Margaret Clark adjourned meeting at 11:33a.m. The next meeting of the Energy and Environment Committee will be held at SCAG on Thursday, July 7, 2005.

Action Minutes Approved
by:


Sylvia Patsaouras, Staff
Energy and Environment

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MEMO

DATE: July 7, 2005

TO: The Regional Council
The Community, Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative Matrix

Since the June meeting of the Regional Council, the State Legislature has resumed its policy committee hearings and turned its attention to the state budget. As of this writing on June 16th, the State Legislature has passed a budget conference report and submitted the budget to a vote, but the budget was not passed by its June 15th constitutional deadline. Democrats have characterized their budget as substantially similar to the Governor's, but Republicans protest there are key differences. Both versions continue to contain a full \$1.3 billion funding of Proposition 42, as well as a \$1 million appropriations for RHNA work in 2005, presumably to be shared by SCAG and ABAG in the Bay Area.

In Congress, the current extension is slated to expire on June 30th. In the meantime, the conference committee continues work on the reauthorization of TEA-21. SCAG participated in a Washington, D.C. visit to Capitol Hill to press one more time for a fair and adequate reauthorization. Many differences remain unresolved in the conference committee. Government Affairs will update you at the July 7th meeting of any developments.



Private file: Transit

CA AB 948 **AUTHOR:** Oropeza (D)
TITLE: Design-Build and Transit Operators
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/21/2005 1:30 pm
SUMMARY:
Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program. Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.
STATUS:
06/02/2005 To SENATE Committee on TRANSPORTATION AND HOUSING.
Subject: Transit, Transport

Private file: Transportation

CA AB 245 **AUTHOR:** Walters (R)
TITLE: County Design-Build Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/07/2005
LAST AMEND: 06/08/2005
DISPOSITION: Pending
LOCATION: Senate Local Government Committee
SUMMARY:
Authorizes Orange County, until December 1, 2011, to enter into specified design-build contracts.
STATUS:
06/15/2005 In SENATE Committee on LOCAL GOVERNMENT: Not heard.
Subject: LocGov, Transport

CA AB 267 **AUTHOR:** Daucher (R)
TITLE: Transportation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/08/2005
LAST AMEND: 06/01/2005
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
Amends existing law which authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Limits these provisions to projects advanced for expenditure that are programmed in the current fiscal year.
STATUS:
06/15/2005 To SENATE Committee on TRANSPORTATION AND HOUSING.
Subject: Revenue/Bond, Transport

CA AB 453 **AUTHOR:** Benoit (R)
TITLE: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 03/29/2005
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/21/2005 1:30 pm

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SUMMARY:

Requires, in order for an allocation for construction costs or for preconstruction costs for grade separation projects, if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years of the allocation.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.
Transport

CA AB 489

AUTHOR: Bermudez (D)
TITLE: Ports: Transportation Network
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 05/24/2005
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Requires the Port of Los Angeles and the Port of Long Beach to provide reports relative to utilization of and congestion at ports on January 1, 2006, and annually thereafter through 2008.

STATUS:

05/24/2005

In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

Subject:

Transport

CA AB 556

AUTHOR: Gordon (D)
TITLE: Airports: Noise Impacts
INTRODUCED: 02/16/2005
LAST AMEND: 06/15/2005
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/21/2005 1:30 pm
SUMMARY:

Prohibits the Department of Airports of the City of Los Angeles from operating an airport having a noise impact area unless the department has applied for, and received from the Department of Transportation, a variance from noise standards for a period not exceeding 3 years, in accordance with prescribed procedures. Authorizes the department, upon granting the variance, to impose reasonable conditions to achieve the purpose of attaining a level of acceptable noise. Provides for noise monitoring.

STATUS:

06/15/2005

From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

06/15/2005

In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 1157

AUTHOR: Frommer (D)
TITLE: State Highways: Performance Measures
INTRODUCED: 02/22/2005
LAST AMEND: 04/11/2005
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires the Department of Transportation to develop specified performance measures to establish an evaluation and rating of the overall quality of the state highway system. Requires an annual report to the Legislature in that regard.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.
Transport

CA AB 1406

AUTHOR: Karnette (D)
TITLE: Ports and Harbors: Freight Security Fee
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending

COMMITTEE: Senate Governmental Organization Committee**HEARING:** 06/28/2005 9:30 am**SUMMARY:**

Requires the Office of Homeland Security to establish a grant program to fund proposals from public and private entities to improve freight security at the state's ports and harbors, to the extent that funding is provided in the annual Budget Act for this purposes. Requires the office to provide a report to the Governor and Legislature regarding administrative actions needed to facilitate implementation and appropriate funding sources for grants.

STATUS:

06/09/2005

To SENATE Committee on GOVERNMENTAL ORGANIZATION.

Position:

SCAG-Watch 05/05/2005

Subject:

Revenue/Bond, Transport

CA AB 1699

AUTHOR: Frommer (D)**TITLE:** Transportation: Highway Construction**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/22/2005**LAST AMEND:** 05/27/2005**DISPOSITION:** Pending**LOCATION:** Senate Transportation and Housing Committee**SUMMARY:**

Authorizes transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding of a maximum of 8 state highway construction projects with a certain total cost, with the projects to be selected by the Transportation Commission. Requires bidders to provide certain information. Requires design-build bidders to provide certain information in a questionnaire submitted to the transportation agency.

STATUS:

06/15/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA ACR 23

AUTHOR: Garcia (R)**TITLE:** Intrastate Trucking: Traffic Congestion**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/22/2005**LAST AMEND:** 05/26/2005**DISPOSITION:** Pending**COMMITTEE:** Senate Transportation and Housing Committee**HEARING:** 06/21/2005 1:30 pm**SUMMARY:**

Urges the regional transportation agencies to examine the flow of traffic to develop commercial trucking routes that would provide for the most direct movement through a city and a county in order to reduce the time that trucks are in city limits and county areas and the level of pollution that is created. Urges city and counties to incorporate this process as part of the revisions to their general and specific plans.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

AirQuality, Transport

CA SB 45

AUTHOR: Alarcon (D)**TITLE:** Intermodal Marine Terminals**FISCAL COMMITTEE:** no**URGENCY CLAUSE:** no**INTRODUCED:** 01/05/2005**LAST AMEND:** 06/14/2005**DISPOSITION:** Pending**COMMITTEE:** Assembly Transportation Committee**HEARING:** 06/20/2005 1:30 pm**SUMMARY:**

Prohibits an intermodal marine equipment provider or marine terminal operator from imposing per diem, detention charges, or demurrage charges, on an intermodal motor carrier relative to transactions involving cargo shipped by intermodal transport under certain circumstances.

Prohibits an intermodal marine equipment provider from terminating, suspending or restricting

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equipment interchange rights of a motor carrier for specified reasons and from charging back per diem charges from the freight bill.

STATUS:

06/14/2005 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

06/14/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Subject: Transport

CA SB 53

AUTHOR: Kehoe (D)
TITLE: San Diego County Regional Airport Authority
INTRODUCED: 01/10/2005
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Repeals obsolete provisions pertaining to the interim San Diego County Regional Airport Authority board. Makes a technical corrective change. Amends the San Diego County Regional Airport Act to explicitly restate the applicability of the Ralph M. Brown Act to the Authority.

STATUS:

05/16/2005 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Subject: Transport

CA SB 172

AUTHOR: Torlakson (D)
TITLE: Bay Area State-Owned Toll Bridge: Financing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the seismic retrofit surcharge on bay area toll bridges to be paid into the Bay Area Toll Account. Requires the Bay Area Toll Authority to amend its agreement with the Department of Transportation to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. Requires the authority and department to form a Toll Bridge Program Board of Control to review those projects.

STATUS:

06/13/2005 To ASSEMBLY Committee on TRANSPORTATION.

Position: SCAG-Watch 05/05/2005

Subject: Revenue/Bond, Transport

CA SB 275

AUTHOR: Torlakson (D)
TITLE: Transportation Needs Assessment
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 06/09/2005
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the Transportation Commission, working with the Department of Transportation and regional transportation planning agencies in cooperation with the League of California Cities and the California Association of Counties, to submit a 10-year needs assessment to the Legislature on the state's transportation system.

STATUS:

06/09/2005 To ASSEMBLY Committee on TRANSPORTATION.

06/09/2005 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

06/09/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Subject: Transport

CA SB 680

AUTHOR: Simitian (D)
TITLE: Congestion Management and Transportation Improvements
INTRODUCED: 02/22/2005

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LAST AMEND: 04/12/2005
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee
HEARING: 06/22/2005 1:30 pm
SUMMARY:

Authorizes the Santa Clara Valley Transportation Authority to impose an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County for a program for the management of traffic congestion and for specified street, road, expressway, and transit purposes. Requires a 2/3 vote of the board for adoption as part of the resolution imposing the fee.

STATUS:

06/13/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Subject: Transport

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 06/20/2005 1:30 pm
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:

06/13/2005 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.

COMMENTARY:

RC's comments provided to author

Position: SCAG-Watch

Subject: Transport

CA SB 762

AUTHOR: Lowenthal (D)
TITLE: Vehicular Sources: Intermodal Port Congestion
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 06/20/2005 1:30 pm
SUMMARY:

Establishes the Los Angeles-Long Beach Area Regional Intermodal Port Congestion and Environmental Quality Commission and Oakland Area Regional Intermodal Port Congestion and Environmental Quality Commission. Requires these entities to grant to each motor carrier a port permit for authority to enter a specific port for pick up and delivery of intermodal freight for its truck fleet using specified criteria including engine emission standards. Permits regulations regarding port permits.

STATUS:

06/13/2005 To ASSEMBLY Committees on TRANSPORTATION and ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

Subject: Transport

CA SB 851

AUTHOR: Murray (D)
TITLE: L.A. County Metropolitan Transportation Authority
INTRODUCED: 02/22/2005
LAST AMEND: 05/10/2005
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee

HEARING: 06/22/2005 1:30 pm**SUMMARY:**

Makes conforming changes relative to existing law that creates the Los Angeles County Metropolitan Transportation Authority. Establishes an alternative procedure for the Los Angeles County Metropolitan Transportation Authority to utilize in the procurement of goods and services.

STATUS:

06/13/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Subject: Transport

US H 3

SPONSOR: Young D (R)**TITLE:** Highway Program Funds**INTRODUCED:** 02/09/2005**LAST AMEND:** 05/17/2005**DISPOSITION:** Pending**LOCATION:** Conference Committee**SUMMARY:**

Authorizes funds for Federal-aid highways, highway safety programs, and transit programs.

STATUS:

05/26/2005 In SENATE. SENATE insists on its amendments and requests a conference.

05/26/2005 *****To CONFERENCE Committee.

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July 2005 Events

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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3	4	5	6	7	1	2
		11:30a ASPA		8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 10:30a TCC 12:30p RC	VCTC	
10	11	12	13	14	8	9
	OCTA Board Meeting		RCTC	VCOG 12:00p Strategic Plan		
Ind. Cities Assn ...					Ind. Cities Assn Summer Seminar	
17	18	19	20	21	15	16
			9:30a Goods Movement 10:00a Audit/Best Practices 11:15a MAGLEV	10:00a Plans & Programs TAC		
National Association of Counties Annual Conference					National Association of Counties Annual ...	
24	25	26	27	28	22	23
	OCTA Board Meeting 10:30a RCP Task Force	10:00a Transportation Conformity Working Group	9:30a Modeling Task Force	9:30a Subregional Coordinators		
31					29	30

INFORMATIONAL ONLY. DATES/TIMES SUBJECT TO CHANGE WITHOUT NOTICE

Printed April 20, 2005 1:15p

REPORT

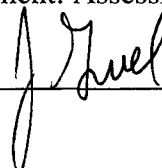
DATE: July 7, 2005

TO: The Energy and Environment Committee (EEC)

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: ACA 13 (Harman) Local Government: Assessments

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Support

SUMMARY:

If passed by a majority of voters, Assembly Constitutional Amendment 13, introduced by Assemblymember Tom Harman (R-Huntington Beach), would exempt stormwater and flood control fees from the voter requirements of Proposition 218. Prop. 218 required voter approval of all local fees except for those related to sewer, water, and refuse collection services. ACA 13 would give stormwater and flood management programs the same exemption. The Water Policy Task Force considered ACA 13 at its June 9th meeting and recommends to the EEC a support position given its capability to assist cities and counties in funding these programs.

BACKGROUND:

Assemblymember Harman introduced ACA 13 on February 22nd. The constitutional amendment broadens the class of exempted local services from the Proposition 218 requirement. According to the California Constitution, only the fees for sewer, water and refuse collection services may be imposed or increased without a majority vote of the property owners of property subject to the charge or in some cases by a 2/3 vote of the electorate residing in the affected area.

ACA 13 amends the Constitution to state that voter approval for new or increased fees or charges for sewer, water, refuse collection services, or "fees or charges related to flood control, stormwater drainage, or surface water drainage" are not subject to voter approval.

ACA 13 is the reintroduction of last year's ACA 10, a measure that failed in the Assembly by a narrow margin. Its passage would assist cities and counties raise money to pay for total maximum daily load (TMDL) costs. Although a general bond measure was considered in lieu of this Prop. 218 exemption, a general obligation bond cannot be used for operations and maintenance, which is a necessity in this situation. Governor Schwarzenegger is supportive of ACA 13, as is the broader environmental community.

SUPPORT:

The following agencies support ACA 13

- The League of California Cities
- Heal the Bay

OPPOSE:

000013

The following agencies oppose ACA 13

- Howard Jarvis Taxpayers Association

BILL STATUS:

ACA 13 is in the Assembly Local Government Committee.

FISCAL IMPACT: *HC*

All work related to adopting the recommended staff action is contained within the adopted FY05/06 budget and adopted 2005 SCAG Legislative Program and does not require the allocation of any additional financial resources.

CP#111436



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

AMENDED IN ASSEMBLY APRIL 21, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

Assembly Constitutional Amendment

No. 13

Introduced by Assembly Members Harman, Jones, and Mullin

February 22, 2005

Assembly Constitutional Amendment No. 13—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending ~~Sections 2 and 5 of Section 5 of, and subdivision (c) of Section 6 of,~~ Article XIII D thereof, relating to local government finance.

LEGISLATIVE COUNSEL'S DIGEST

ACA 13, as amended, Harman. Local government: assessments and fees or charges.

~~The~~

(1) *The California Constitution conditions the imposition or increase of an assessment by a city, county, or special district for flood control purposes upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest, except that. The California Constitution exempts the imposition of a flood control assessment existing on November 6, 1996, is not subject to from these requirements. The*

This measure would instead exempt from these requirements an assessment for the purposes of financing the capital costs or maintenance and operation expenses of flood control, whether the assessment existed on November 6, 1996, or is imposed after that date.

(2) *The California Constitution, with the exception of fees or charges for sewer, water, and refuse collection services, conditions the imposition or increase of a property-related fee or charge by a city,*

county, or special district for flood control purposes upon compliance with requirements for written notice to property owners, a public hearing, and an opportunity for majority protest, and upon the approval by a majority vote of the property owners of the property subject to the fee or charge, or at the option of the entity imposing the fee or charge, by a $\frac{2}{3}$ vote of the electorate residing in the area affected by the fee or charge.

This measure would ~~also exclude from these requirements any levy for these property owner and voter approval requirements a fee or charge related to flood control purposes, stormwater drainage, or surface water drainage.~~

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

1 *Resolved by the Assembly, the Senate concurring,* That the
2 Legislature of the State of California at its 2005-06 Regular
3 Session commencing on the sixth day of December 2004,
4 two-thirds of the membership of each house concurring, hereby
5 proposes to the people of the State of California, that the
6 Constitution of the State be amended as follows:

7 ~~First—That Section 2 of Article XIII D thereof is amended to~~
8 ~~read:~~

9 ~~SEC. 2. As used in this article:~~

10 ~~(a) "Agency" means any local government as defined in~~
11 ~~subdivision (b) of Section 1 of Article XIII C.~~

12 ~~(b) "Assessment" means any levy or charge upon real property~~
13 ~~by an agency for a special benefit conferred upon the real~~
14 ~~property. "Assessment" includes, but is not limited to, "special~~
15 ~~assessment," "benefit assessment," "maintenance assessment"~~
16 ~~and "special assessment tax." "Assessment" does not include any~~
17 ~~levy imposed for the purposes of flood control, including a levy~~
18 ~~imposed to finance capital costs or maintenance and operation~~
19 ~~expenses for flood control.~~

20 ~~(c) "Capital cost" means the cost of acquisition, installation,~~
21 ~~construction, reconstruction, or replacement of a permanent~~
22 ~~public improvement by an agency.~~

23 ~~(d) "District" means an area determined by an agency to~~
24 ~~contain all parcels which will receive a special benefit from a~~
25 ~~proposed public improvement or property-related service.~~

1 ~~(c) "Fee" or "charge" means any levy other than an ad~~
2 ~~valorem tax, a special tax, or an assessment, imposed by an~~
3 ~~agency upon a parcel or upon a person as an incident of property~~
4 ~~ownership, including a user fee or charge for a property related~~
5 ~~service. "Fee" or "charge" does not include any levy imposed for~~
6 ~~the purposes of flood control, including a levy imposed to~~
7 ~~finance capital costs or maintenance and operation expenses for~~
8 ~~flood control.~~

9 ~~(f) "Maintenance and operation expenses" means the cost of~~
10 ~~rent, repair, replacement, rehabilitation, fuel, power, electrical~~
11 ~~current, care, and supervision necessary to properly operate and~~
12 ~~maintain a permanent public improvement.~~

13 ~~(g) "Property ownership" shall be deemed to include tenancies~~
14 ~~of real property where tenants are directly liable to pay the~~
15 ~~assessment, fee, or charge in question.~~

16 ~~(h) "Property-related service" means a public service having a~~
17 ~~direct relationship to property ownership.~~

18 ~~(i) "Special benefit" means a particular and distinct benefit~~
19 ~~over and above general benefits conferred on real property~~
20 ~~located in the district or to the public at large. General~~
21 ~~enhancement of property value does not constitute "special~~
22 ~~benefit."~~

23 **Second**

24 *First*—That Section 5 of Article XIII D thereof is amended to
25 read:

26 SEC. 5. Pursuant to subdivision (a) of Section 10 of Article
27 II, the provisions of this article shall become effective the day
28 after the election unless otherwise provided. Beginning July 1,
29 1997, all existing, new, or increased assessments shall comply
30 with this article. Notwithstanding the foregoing, *an assessment*
31 *for the purposes of financing the capital costs or maintenance*
32 *and operation expenses of flood control, whether the assessment*
33 *existed on November 6, 1996, or is imposed after that date, and*
34 *the following assessments existing on the effective date of this*
35 *article November 6, 1996, shall be exempt from the procedures*
36 *and approval process set forth in Section 4:*

37 (a) Any assessment imposed exclusively to finance the capital
38 costs or maintenance and operation expenses for sidewalks,
39 streets, sewers, water, drainage systems, or vector control.

1 Subsequent increases in those assessments shall be subject to the
2 procedures and approval process set forth in Section 4.

3 (b) Any assessment imposed pursuant to a petition signed by
4 the persons owning all of the parcels subject to the assessment at
5 the time the assessment is initially imposed. Subsequent
6 increases in those assessments shall be subject to the procedures
7 and approval process set forth in Section 4.

8 (c) Any assessment the proceeds of which are exclusively used
9 to repay bonded indebtedness of which the failure to pay would
10 violate the Contract Impairment Clause of the Constitution of the
11 United States.

12 (d) Any assessment which previously received majority voter
13 approval from the voters voting in an election on the issue of the
14 assessment. Subsequent increases in those assessments shall be
15 subject to the procedures and approval process set forth in
16 Section 4.

17 *Second —That subdivision (c) of Section 6 of Article XIII D*
18 *thereof is amended to read:*

19 (c) Voter Approval for New or Increased Fees and Charges.
20 Except for fees or charges for sewer, water, ~~and~~ or refuse
21 collection services, *or fees or charges related to flood control,*
22 *stormwater drainage, or surface water drainage,* no property
23 related fee or charge shall be imposed or increased unless and
24 until that fee or charge is submitted and approved by a majority
25 vote of the property owners of the property subject to the fee or
26 charge or, at the option of the agency, by a two-thirds vote of the
27 electorate residing in the affected area. The election shall be
28 conducted not less than 45 days after the public hearing. An
29 agency may adopt procedures similar to those for increases in
30 assessments in the conduct of elections under this subdivision.

O


REPORT

DATE: May 31, 2005

TO: Energy and Environment Committee

FROM: Alan Thompson, Senior Regional Planner (213) 236-1940 thompson@scag.ca.gov

SUBJECT: Proposed Energy Policies

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the inclusions of the recommended policies in the Energy Chapter of the Preliminary Draft Regional Comprehensive Plan (RCP) for public review.

SUMMARY

SCAG is in the process of updating its Regional Comprehensive Plan and Guide. A number of potential energy policies and resolutions were recommended at an Energy Policy Workshop held at SCAG on April 29, 2005. The Energy and Environment Committee (EEC) reviewed the recommended policies as an Information Item at the General Assembly in May, and the comments are incorporated herein.

BACKGROUND:

In reviewing SCAG energy policies as part of the 2004 Regional Comprehensive Plan development, the RCP Task Force noted that SCAG lacked an energy generation policy. Because of the region's forecasted population growth, new sources of power will be necessary and will require additional delivery infrastructure.

On April 29, a workshop on Regional Energy Policy was held at SCAG offices. While the initial need was to recommend an energy generation policy, the discussion was not confined to strictly generation. Other items that were discussed were:

- Generation,
- Supply,
- Conservation,
- Cogeneration,
- Transmission and Corridors.

The following potential policies and resolutions were recommended at the April 29 Energy Policy Workshop. Comments from workshop participants are in italics.

Generation

- Encourage cost-effective alternative and renewable energy generation facilities.

Supply

- Encourage reliable energy through diversification of sources.
- Encourage greater coordination between the California Public Utilities Commission and Independent Service Operator.
[Comment from participant: In this context, coordination between the PUC and ISO would be good, but in the context of SCAG, better coordination between municipal utilities and the ISO would also be helpful to reduce the balkanization of the grid.]

Conservation

- Encourage the public and private sectors to use energy efficient materials in building design, construction, rehabilitation and retrofit.

Cogeneration

- Encourage cogeneration, where feasible and cost-effective.

Transmission

- Encourage increasing capacity of existing transmission lines.

[Comment from participant: I am not sure that encouraging expansion of existing lines will get us where we need to be from a reliability standpoint. From a reliability standpoint that is not usually the best option.]

- Resolution: State must establish and follow policies enabling development of energy transmission [lines] and related infrastructure.

[Comment from participant: I don't really know what they mean by this. What would be good for the state is to find a way to facilitate the development of needed infrastructure in a timely manner. Delays and overlapping and duplicative regulation are generally used as tools by opponents to kill proposed infrastructure projects.]

- Discussion Question: What are industry roadblocks to install transmission lines?

[Comment from participant: See my comment above. I also think that we need to have transmission owning municipal and investor-owned utilities working more toward a common goal.]

- Discussion Question: Should SCAG/State explore new electric/gas transmission corridors as part of a Long Range Planning Process?

[Comment from participant: Corridors need to be looked at long-term to accommodate anticipated growth and the need for infrastructure to serve that growth. Without setting aside land for that infrastructure, we will find that we have no place to put it that isn't in someone's already developed backyard. This is not just an IOU, municipal or public agency issue. It is an issue that affects all types of infrastructure.]

REPORT

FISCAL IMPACT: *He*

No fiscal impact. Any work related to this item is included in the 2005-2006 Overall Work Program under Work Element 06-035 (Regional Comprehensive Plan & Guide).

REPORT

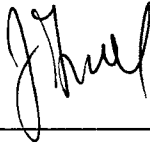
DATE: July 7, 2005

TO: Energy and Environment Committee
Regional Council

FROM: Daniel E. Griset, Senior Regional Planner, (213) 236-1895, griset@scag.ca.gov

SUBJECT: Policy Guidance for Implementation of the 2005 California Water Plan

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDATION:

Approve Resolution 05-465-1 in support of the Draft 2005 California Water Plan.

BACKGROUND:

In recent years the State Department of Water Resources has periodically issued an updated version of Bulletin 160, a document that is now called the 2005 California Water Plan. After an extensive time of preparation, this Plan has been updated in draft form and has been released for public comment. The current draft Plan proposes a roadmap for meeting the state's 2030 water demands with two key initiatives: the use of *integrated regional water management* and *the improvement and maintenance of current state water management systems*. These proposed initiatives draw heavily on water use efficiency, water quality protection and environmental stewardship.

Integrated Regional Water Management (IRWM)

The Plan urges the formation of regional partnerships, the development of integrated regional water management plans and the diversification of regional water portfolios. This regional strategy is intended to "ensure sustainable water resource use, better water quality, environmental stewardship, efficient urban development, protection of agriculture, and a strong economy". This integrated regional path would include plans to reduce water demand, improve operational efficiency and transfers, increase water supply, improve water quality and practice resource stewardship.

The IRWM initiative has been developed with the following principles:

- Use a broad, long-term perspective
- Identify broad benefits, costs, and tradeoffs
- Promote sustainable resource management

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- Increase regional self-sufficiency
- Increase regional drought preparedness
- Use open forums that include all communities
- Promote coordination and collaboration among local agencies and governments
- Use sound science, best data, and local knowledge

The Maintenance and Improvement of Current Statewide Water Management Systems


This initiative is intended to create more reliable water supplies, improve drought and flood management and sustain the Sacramento-San Joaquin Delta. The complex water supply system in California is aging and needs timely maintenance and rehabilitation: the State Water Project is over 30 years old; the federal Central Valley Project is over 50 years old. In various locales, other parts of the system are over 100 years old.

Facilities are the key to improved water management in California. Statewide there are more than 1,200 reservoirs, as well as canals, treatment plants and levees, each managed by federal, state or local authorities. "Systems are often interconnected. The operation of one system can depend on the smooth operation of another. The successful operation of the complete system can be vulnerable if any parts fail."

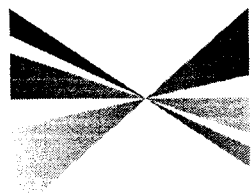
Of greatest importance are those facilities that supply drinking water, sewage treatment, water delivery and flood control.

The CalFed Bay-Delta Program has been successful in bringing various interests together to develop comprehensive plans for restoring ecological conditions and levee integrity in the Delta, as well as improving water supply reliability and quality for water users around the state. The Plan urges implementation of the CalFed Program, though there is now considerable debate about what the actual level of funding may be for implementing the Program. As this issue of funding is resolved there will be related priorities set for implementation. The allocation of costs for the Program will certainly shape its future prospects and direction.

The improvement of flood management is highlighted in the Plan, especially as it relates to deteriorating flood control facilities in the Central Valley. With the combined effects of growth in housing and industry and the decline in funding for maintenance and rehabilitation of these facilities, new strategies are recommended: improved maintenance, system rehabilitation, better emergency response, sustainable funding for management of programs, better flood mapping and public education. The Plan urges the integration of these efforts with ecosystem restoration, farmland protection and other multi-benefit management of floodplains.

FISCAL IMPACT: All work related to the recommended staff action is contained within the adopted FY 04/05 budget under 05-320 and within the FY 05/06 budget under 06-075. 

DOCS #111441v2


**ASSOCIATION of
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Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

559-5124/05

RESOLUTION No. 05-465-1

**A RESOLUTION OF
THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
IN SUPPORT OF
THE DRAFT 2005 CALIFORNIA WATER PLAN**

WHEREAS, the following policy recommendations have been proposed in the 2005 Draft California Water Plan, otherwise known as Bulletin 160:

1. California needs to invest in reliable, high quality, sustainable, and affordable water conservation, efficient water management, and development of water supplies to protect public health, and to maintain and improve California's economy, environment and standard of living.
2. State government must provide incentives and assist regional and local agencies and government and private utilities to prepare integrated resources and drought contingency plans on a watershed basis; to diversify their regional resource management strategies; and to empower them to implement their plans.
3. State government must lead an effort with local agencies and governments to inventory, evaluate, and propose management strategies to remediate the causes and effects of contaminants on surface and groundwater quality.
4. California needs to rehabilitate and maintain its aging water infrastructure, especially drinking water and sewage treatment facilities, operated by State, federal and local entities.
5. State government must continue to provide leadership for the CALFED Bay-Delta Program to ensure continued and balanced progress on greater water supply reliability, water quality, ecosystem restoration and levee system integrity.
6. State government needs to take the lead in water planning and management activities that: (a) regions cannot accomplish on their own, (b) the State can do more efficiently, (c) involve inter-regional, inter-state, or international issues, or (d) have broad public benefits.
7. California need to define and articulate the respective roles, authorities, and responsibilities of State, federal and local agencies and governments responsible for water.
8. California needs to develop broad and realistic funding strategies that define the role of public investments for water and other water-related resource needs over the next quarter century.
9. State government should invest in research and development to help local agencies and governments implement promising water technologies more cost effectively.
10. State government should help predict and prepare for the effects of global climate change on our water resources and water management systems.
11. The Department of Water Resources (DWR) and other State agencies should improve data, analytical tools, and information management needed to prepare, evaluate and implement regional integrated resource plans and programs in cooperation with other federal, tribal, local and research entities.

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12. DWR and other State agencies should explicitly consider public trust values in the planning and allocation of water resources and protect public trust uses whenever feasible.
13. DWR and other State agencies should invite, encourage, and assist tribal government representatives to participate in statewide, regional and local water planning processes and to access State funding for water projects.
14. DWR and other State agencies should encourage and assist representatives from disadvantaged communities and vulnerable populations, and the local agencies and private utilities serving them, to participate in statewide, regional and local water planning processes and to get equal access to State funding for water projects.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments (SCAG) that SCAG does hereby support these policy recommendations and urges federal, state and other public entities to cooperate in funding and implementing the 2005 California Water Plan;

BE IT FURTHER RESOLVED that SCAG supports the use of regional water initiatives for creating new local water resources and increasing needed water reliability within the watersheds of southern California.

APPROVED AND ADOPTED by the [vote] of the Regional Council of the Southern California Association of Governments at a regular meeting on this 7th day of July, 2005.

Toni Young
President, SCAG
Councilmember, City of Port Hueneme

Mark Pisano
Executive Director, SCAG

Karen Tachiki
Chief Legal Counsel, SCAG

REPORT

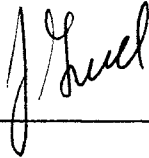
DATE: July 7, 2005

TO: Regional Council
Community, Economic and Human Development Committee
Energy and Environment Committee

FROM: Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, lieb@scag.ca.gov
Ashwani Vasishth, Associate Regional Planner, (213) 236-1908, vasishth@scag.ca.gov

SUBJECT: 2% Strategy Implementation Through California Environmental Quality Act Streamlining

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Proceed to implement recommendations in Compass program.

SUMMARY

Among the recommendations in the Compass Growth Vision/2% Strategy is that the California Environmental Quality Act (CEQA) should be streamlined for the purpose of facilitating key, strategic development envisioned by the region. Current discussions at the State level on potential reforms to CEQA present SCAG with an opportunity to pursue this portion of 2% Strategy implementation. This report describes, for the Committee's consideration, SCAG's objectives for any potential CEQA streamlining legislation, and the various options that are currently under consideration.

BACKGROUND:

The California Resources Agency has initiated a series of statewide discussions on potential reforms to CEQA. Mark Pisano, SCAG Executive Director, is a member of the CEQA Improvement Advisory Group formed by the Resource Agency for this purpose. Karen Tachiki, SCAG Counsel, is a member of the associated Technical Committee. The administration's purpose in pursuing this issue is to address the State's chronic housing supply shortage, and to make best use of planning and mitigation resources.

In participating in these discussions, SCAG staff has identified several ways in which the organization's on-going planning and implementation objectives might be enhanced. Pending approval from the Regional Council, SCAG staff would seek and support legislation based on the principles described here.

CEQA Principles; CEQA streamlining should:

- Ease the development of housing in appropriate, strategic locations (e.g. urban in-fill and transit oriented).
- Pursue environmental outcomes that are preferable to current conditions or "no-plan" future scenarios.
- Ensure that CEQA is used as intended rather than abused in order to stop/delay good projects.
- Promote regional planning.
- Address a number of environmental impacts at the regional, rather than project, scale.

- Allow regional plans meeting specified criteria to reduce required subsequent documentation for consistent projects.
- Create an incentive for local governments to pursue land use planning that is supportive of regional plans.
- Seek legislation that can be enacted and implemented this year based on regional planning work that is already in place (Compass, 2004 RTP and EIR, Subsequent 2% Strategy Products). Such legislation would streamline CEQA procedures for housing projects only.
- Seek legislation that can be enacted and implemented in 2-5 years based on improvements to regional planning (e.g. Regional Comprehensive Plan and EIR). Such legislation would streamline CEQA procedures for a wider range of projects.

Provisions of Current Proposals/Alternatives

There have been various proposals discussed as part of the statewide review. All of these proposals rest on the basic premise that growth and development planning work done by a region might allow for a reduction in environmental documentation for projects consistent with the regional plan. The variation in proposals, therefore, centers around, a) the requirements on a regional growth plan in order to qualify for streamlining, and b) the type of relief from standard CEQA procedures that would be available.

Short and Long Term Proposals

The statewide discussions have proceeded on the assumption that a short term program, based on regional planning work that is already done, can be implemented immediately. This short term approach would allow streamlining for housing and mixed use projects only. A longer term, more comprehensive, approach would require regions to prepare further planning work that identifies specific plan outcomes across the full range of environmental resource categories and creates a basic regional mitigation structure. SCAG envisions fulfilling these requirements through the on-going Regional Comprehensive Plan effort.

The discussion that follows pertains solely to the shorter term effort, as requirements for the longer term program have not been fully discussed to date.

Qualifying Regional Growth Plan

Currently, there is broad agreement about the basic elements of a regional growth plan that would qualify for CEQA streamlining for the shorter term program. The attached document lists the requirements proposed by the State Resources Agency for inclusion in legislation, along with notation on how SCAG planning work already in place would qualify Southern California to participate.

CEQA Relief for Projects

Discussion on exactly what type of relief will be given to projects which are consistent with the regional plan could take either of two forms. SCAG staff has proposed that qualified projects should be able to prepare focused, limited environmental documentation, rather than a full-scale Environmental Impact Report. Alternatively, an expanded exemption from CEQA, similar to the

exemption in current law for in-fill housing projects, may be considered. The exemption option would likely be conditioned on a number planning and regulatory actions at the local level, such as a standard mitigation fee program being in place.

Applicable SCAG Planning Work In Place

As described in the attachment, SCAG has either completed, or will shortly have completed, the elements required for “regional growth plan” as envisioned by current proposals. That work includes:

- Adopted 2004 Regional Transportation Plan (especially the growth distribution)
- Adopted 2004 Regional Transportation Plan Program Environmental Impact Report
- Compass Growth Vision
- Subsequent 2% Strategy Implementation Tools and Planning Products – includes maps of 2% preferred growth areas, as well as characteristics of desired development (building types, densities, parking requirements, floor areas ratios, etc.)

FISCAL IMPACT:

Work related to this item is included in the FY 2005-2006 Overall Work Program for Growth Visioning (05-050). Legal and legislative work is budgeted in the indirect budget and general fund.

Attachment: Criteria for “Regional Growth Plan” annotated for SCAG work in-place

Linking SCAG's Regional Plans to Implementation of the Compass Growth Vision Strategy for Outcome-Oriented Urban Infill Development

Analysis of Proposed CEQA Track 1 Legislative Language: Defining a Regional Growth Plan

	Proposed Section 21159.28 (f) - A Regional Growth Plan shall:	SCAG's Response:
1	Identify the geographic location of specific areas that are appropriate for urban housing projects in existing urban areas	Land use analysis in the 2004 RTP and its PEIR analyses and supports development in strategic locations including town centers, transportation corridors, and urban in-fill locations; Subsequent Compass 2% maps delineating preferred growth areas are consistent with the RTP. ¹
2	Provide standards for the design and location of housing	Proximity to transportation infrastructure , mixed land use, higher density development in strategic locations are specified in RTP and associated PEIR. Design analysis, FAR, parking and other are being developed as part of subsequent work effort specified in PEIR mitigation plan, and are intended to be supportive of community design guidelines. ²
3	Identify specific mitigation measures recommended for individual projects to address regional environmental issues	PEIR Mitigation Measures are suitable for regional-level analysis ³
4	Have been adopted after the preparation and certification of an EIR that has evaluated direct, cumulative and regional impacts, identifies and adopts mitigation measures or alternatives that, where feasible, reduce or avoid significant environmental impacts	The land use analysis for the 2004 RTP PEIR did consider infill-oriented development in its growth alternatives analysis ¹

¹ 2004 RTP. <http://www.scag.ca.gov/rtp2004/2004draft/FinalPlan.htm>. See pages 94-96, *Thinking Out of the Box: Land Use-Transportation Connection*; pages 108-110, *Land Use-Transit Coordination*; pages 186-189, *Integrating the Growth Vision Strategy*. Also see 2004 Compass Growth Vision Report, pages 29-32, *Coordinating Land Use with the Regional Transportation Plan*.

² 2004 Compass Growth Vision Report.. <http://www.socalcompass.org/about/report/index.html>. See page 49, *Development Patterns Make the Difference*, and pages 56-62, *Implementation Tools by Principle*.

³ 2004 RTP PEIR. <http://www.scag.ca.gov/rtpPEIR2004/draft/2004/>. See pages 3-1 through 3.13-22, *Environmental Setting, Impacts, and Mitigation Measures*.

5	Consult with all of the regional water quality control boards, air pollution control districts, air quality management districts and councils of government	All these agencies with jurisdiction in the six-county SCAG region were consulted with extensively. SCAG has very well-developed and time-tested interagency consultation processes already in place ⁴
6	Finds, in writing: that it promotes the general welfare of the region; that it encourages higher density infill housing development and discourages lower density housing development, and reduces air pollution and traffic congestion when compared to other alternative forms of development	RC adopted finding and mitigation plan for EIR, which has been incorporated into subsequent analysis and tool development
7	Provides a written copy of the notice of determination	Filed with the State Clearinghouse on April 5, 2004

⁴ 2004 RTP. <http://www.scag.ca.gov/rtp2004/2004draft/FinalPlan.htm>. See pages 30-33. Also see 2004 Compass Growth Vision Report, pages 21-28.

MEMO

DATE: June 13, 2005

TO: Energy and Environment Committee

FROM: Alan Thompson, Senior Regional Planner, (213) 236-1940 thompson@scag.ca.gov

SUBJECT: SCE "Demand Response" Initiative

SUMMARY:

Mr. Mark Martinez, Southern California Edison (SCE) will describe SCE's Demand Response Initiative for critical times when statewide energy supplies are low. While SCE does not predict any energy shortages this summer, energy reserves will be low enough to cause supply concerns if summer temperatures are higher than normal. For this reason, they have developed several programs, one of which is the Demand Response Initiative.

BACKGROUND:

SCE offers a variety of Demand Response Programs to help qualifying customers reduce their energy usage during peak times while lowering their electricity costs. Qualifying customers who can reduce power when statewide energy supplies are low may earn financial incentives, and/or other benefits, by participating in these programs. These programs include:

- Summer Discount Plan
- CPA Demand Reserves Partnership
- I-6 Large Power Interruptible Program
- Scheduled Load Reduction Program
- GoodWatts Program.
- Base Interruptible Program
- Critical Peak Pricing
- Energy Smart Thermostat Program
- Agricultural and Pumping Interruptible Service Program
- Optional Binding Mandatory Curtailment Program

Each of the Demand Response Programs are described in greater detail in the attached matrix from SCE's website (<http://www.sce.com/RebatesandSavings/LargeBusiness/DemandResponse/>).

DEMAND RESPONSE PROGRAMS

PROGRAM	IF A CUSTOMER WANTS...							Residential	Eligibility			Agricultural and Pumping	Direct Access Service	Bundled Service*
	Guaranteed Payment	Pay for Performance	Limited Number of Events	No Minimum Load Reduction	No Interval Metering Required	Advance Notice	Penalty		<200 kW	>200 kW	>500 kW			
Agricultural and Pumping Interruptible (AP-I)	•		•				Yes					•	•	•
Summer Discount Plan – Base (SDP)	•		•	•	•		No	•	•	•	•		•	•
Summer Discount Plan – Enhanced (SDP)	•			•	•		No	•	•	•	•		•	•
Time-of-Use Base Interruptible Program (TOU-BIP)	•		•				Yes			•	•		•	•
California Demand Reserves Partnership (Cal-DRP)	•	•	•	•			Yes		•	•	•	•	•	•
Critical Peak Pricing–Volumetric Charge Discount (CPP-VCD)			•	•		•				•	•	•		•
Critical Peak Pricing–Generation Capacity Charge Discount (CPP-GCDD)			•	•		•					•			•
Demand Bidding Program (DBP)		•				•	No			•	•	•	•	•
Large Power Interruptible (L-6)	•		•			•	Yes				•		•	•
Optional Binding Mandatory Curtailment (OBMC)						•	Yes	•	•	•	•		•	•
20/20 Summer Savings Program (w/Automatic Enrollment)		•			•		No	•	•					•
PILOT PROGRAMS														
Electricity Pricing Research Project – Critical Peak Pricing – Fixed or Variable (CPP)			•	•				•	•					•
Electricity Pricing Research Project – Time-of-Use (TOU)				•				•	•					•
SCE EnergySmart Thermostat SM (E\$T)		•		•	•		Yes		•	•			•	•

* Bundled Service customers are those who rely on SCE for generation, transmission, and distribution services.



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Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
Agricultural and Pumping Interruptible (AP-I) The Agricultural and Pumping Interruptible Program (AP-I) offers qualifying customers a credit/reduced rates for allowing SCE to temporarily shut off pumping equipment without advance notice for a limited number of times throughout the year.	AP-I <ul style="list-style-type: none"> per kWh credit, year-round 	<ul style="list-style-type: none"> CAISO Stage II System Emergency 	For each failure to interrupt, penalties (excess energy charges) are: \$10.06 per kWh for service voltage in excess of 50 kV \$10.42 per kWh for service voltage 2 kV to 50 kV \$10.65 per kWh for service voltage below 2 kV	Anytime; best before summer season	<ul style="list-style-type: none"> Interruption events will not exceed 25 events per calendar year, 6 hours per event, or 150 hours per calendar year Annual Opt-Out November 1– December 1 Fee for interruption notification system equipment and installation 	<ul style="list-style-type: none"> This rate schedule is not applicable to PA-1 customers who receive the off-peak credit, or those served under an experimental rate schedule
Summer Discount Plan – Base (SDP) The Summer Discount Plan – Base (SDP) offers qualifying customers a credit on their bill, during the summer season, for allowing SCE to periodically turn off their air conditioner without advanced notice up to 15 times. Customers allow SCE access to their property to install a remote controlled device on their air conditioner unit. Qualifying customers participating in the SDP and SCE's Net Energy Metering (NEM) Program who generate more energy than they consume will not receive any SDP credits.	\$/Ton/Day Residential 100% = \$0.180 67% = \$0.100 50% = \$0.05 GS-1/TOU-GS-1 30% = \$0.014 40% = \$0.042 50% = \$0.070 100% = \$0.200 \$/Ton/Mo. GS-2, TOU-GS-2, or TOU-8 30% = \$0.42 40% = \$1.25 50% = \$2.10 100% = \$6.00	<ul style="list-style-type: none"> CAISO Stage II Storm Alert SCE Test 	None	Anytime; best before summer season	<ul style="list-style-type: none"> Cycling periods are limited to 6 hours per event, 15 events per summer season. Multiple events in one day are possible If customer participates in multiple programs, customer cannot receive payment for same reduced load The SDP requires a minimum of ONE-YEAR participation from the date service on the plan begins This program is not recommended for anyone unable to tolerate high temperatures or having significant health problems 	This rate is not applicable to the following customers: <ul style="list-style-type: none"> DM DMS-1, 2, 3 TOU-D-1 TOU-D-2 Medical Baseline with air conditioning

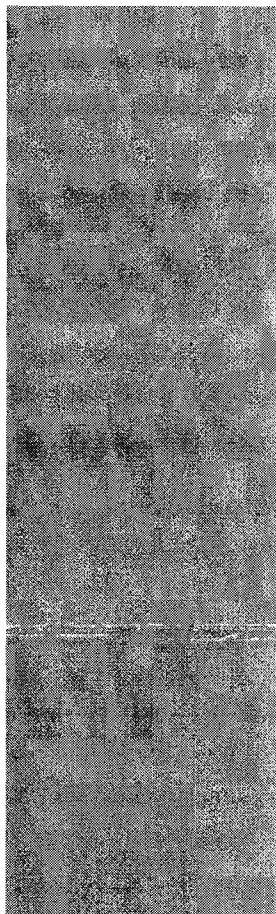
Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
Summer Discount Plan – Enhanced (SDP) The Summer Discount Plan – Enhanced (SDP) offers qualifying customers a credit on their bill, during the summer season, for allowing SCE to periodically turn off their air conditioner without advanced notice during the summer season. When compared with the Base Summer Discount Plan, the Enhanced plan doubles credit amounts, but the potential number of times SCE may shut off the customer's air conditioning unit is unlimited during the summer season. Customers allow SCE access to their property to install a remote controlled device onto their air conditioner unit. Qualifying customers participating in the SDP and SCE's Net Energy Metering (NEM) Program who generate more energy than they consume will not receive any SDP credits.	<u>\$/Ton/Day</u> Residential 100%=\$0.360 67%=\$0.200 50%=\$0.10 <u>\$/Ton/Mo.</u> GS-1/TOU-GS-1 30%=\$0.028 40%=\$0.084 50%=\$0.140 100%=\$0.400 GS-2, TOU-GS-2, or TOU-B 30%=\$0.84 40%=\$2.50 50%=\$4.20 100%=\$12.00	<ul style="list-style-type: none"> CAISO Stage II Storm Alert SCE Test 	None	Anytime; best before summer season	<ul style="list-style-type: none"> Double incentive over Base plan Cycling periods are limited to 6 hours duration per day, unlimited events during summer season. Multiple occurrences in one day are Not possible If customer participates in multiple programs, customer cannot receive payment for same reduced load The SDP requires a minimum of ONE-YEAR participation from the date your service on the plan begins This plan is not recommended for anyone unable to tolerate high temperatures or having significant health problems 	This rate is not applicable to the following customers: <ul style="list-style-type: none"> DM DMS-1, 2, 3 TOU-D-1 TOU-D-2 Medical Baseline with air conditioning
Time-of-Use Base Interruptible Program (TOU-BIP) The Base Interruptible Program (TOU-BIP) is an interruptible program designed for customers with electrical demands of 200 kW and above, who can reduce their electrical usage by a minimum of 15% of their load, but not less than 100 kW for each event. In exchange, the customer will receive a monthly bill credit based on the difference between their monthly average peak period power use and the customer's designated Firm Service Level (FSL). Penalties apply for failure to reduce power to at least the contracted FSL during an event.	Per eligible kW per calendar month (monthly average peak kW minus FSL): Below 2 kV = \$7.10 2 kV-50 kV = \$6.95 Above 50 kV = \$6.70	<ul style="list-style-type: none"> Receipt of notification from CAISO 	\$10.65 per kWh (below 2 kV) \$10.42 per kWh (2 kV to 50 kV) \$10.06 per kWh (Above 50 kV)	Anytime; best before summer season	<ul style="list-style-type: none"> Open to Eligible Customers ≥200 kW Customers must commit at least 15% reduction, with minimum 100 kW per event Annual Opt-Out/FSL Decrease or Increase November 1 – December 1 "No Insurance" Declaration Required "Essential Use Customer" Declaration Required Must set FSL to no less than 50% of average peak demand Interruption events limited to one per day at four hours each, 10 events per calendar month, and 120 hours per calendar year Non-compliance Termination Failure to comply with two official notifications of interruption could result in participant's termination from the program 	<ul style="list-style-type: none"> May not participate in CAISO's Ancillary Services Load Program With limitations, may participate in DBP, Cal-DRP, I-6, or OBMC; cannot be paid for same reduced load

Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
California Demand Reserves Partnership (Cal-DRP) The California Demand Reserves Partnership (Cal-DRP) is a statewide year-round program available to Bundled Service and Direct Access business and agricultural customers who can provide demand reductions in exchange for a capacity payment. These power reductions are applied in wholesale markets as a Call Option. Aggregators promote the partnership and sign up customers throughout the state. The program administrator pays these aggregators, who in turn pay customers for their participation.	Contact program aggregator	<ul style="list-style-type: none"> Price System conditions 	Contact program aggregator	Contact program aggregator	<ul style="list-style-type: none"> Participants determine the maximum amount of kWh reduction they can provide during weekdays between 11:00 a.m. and 7:00 p.m. Then they submit a capacity bid at the beginning of the month and receive a capacity payment Participants commit to reduce their demand up to a maximum of 24 hours per calendar month or a total of 150 hours per calendar year. Once a participant meets the monthly obligation of 24 hours, it is not obligated to reduce demand for any hours remaining in that month 	<ul style="list-style-type: none"> AP-I CPP I-6 OBMC TOU-BIP
Critical Peak Pricing-Volumetric Charge Discount (CPP-VCD) The Critical Peak Pricing-Volumetric Charge Discount (CPP-VCD) Program may benefit Bundled Service customers with demands greater than 200 kilowatts who can reduce or shift summertime critical on-peak power usage. Customers have the option of reducing power usage during CPP events or paying a higher-than-normal on-peak price. In return, customers receive a reduced on-peak and mid-peak rate year-round for all non-CPP usage.	Reduced year-round on-peak and mid-peak rates during non-CPP periods 100% bill protection for new enrollees	<ul style="list-style-type: none"> System conditions Price Temperature Program Testing 	No penalty, but customers pay approximately three to five times their normal rate schedule for on-peak CPP usage	Year-round	<ul style="list-style-type: none"> Bundled Service customers must have at least one account with a demand greater than 200 kW on a CPP schedule Critical peak days may be called Monday through Friday (no holidays) from noon to 6:00 p.m. during the summer season only (first Sunday in June through first Sunday in October) New CPP customers electing to participate in the Bill Protection Incentive must remain on the CPP program for a minimum of 12 consecutive months to be eligible for the incentive CPP customers automatically grant site visits by and surveys from the CEC to assess program effectiveness 	<ul style="list-style-type: none"> DBP Cal-DRP

Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
Critical Peak Pricing-Generation Capacity Charge Discount (CPP-GCCD) The Critical Peak Pricing-Generation Capacity Charge Discount (CPP-GCCD) Program may benefit Bundled Service customers with demands greater than 500 kW who can reduce or shift load out of the summertime critical on-peak period. Customers have the option of reducing power usage during CPP events or paying a higher-than-normal on-peak price. In return, customers receive a reduced on-peak and mid-peak rate year-round for all non-CPP usage.	Reduced year-round on-peak and mid-peak rates during non CPP periods Bill Protection for new enrollees	<ul style="list-style-type: none"> • System conditions • Price • Temperature • Program Testing 	No penalty, but customers pay a higher amount (to be determined) than their normal rate schedule for on-peak CPP usage	Year-round	<ul style="list-style-type: none"> • Bundled Service customers must have at least one account with a demand greater than 500 kW on a CPP schedule • Critical peak days may be called Monday through Friday (no holidays) from noon to 6:00 p.m. during the summer season only (first Sunday in June through first Sunday in October) • New CPP customers electing to participate in the Bill Protection Incentive must remain on the CPP program for a minimum of 12 consecutive months to be eligible for the incentive • CPP-GCCD customers automatically grant CEC site visits and surveys to assess program effectiveness 	<ul style="list-style-type: none"> • DBP • Cal-DRP
Demand Bidding Program (DBP) The Demand Bidding Program (DBP) is a flexible Internet-based bidding program that offers qualified customers the opportunity to receive a credit on their bill for voluntarily reducing power (when a DBP event is called on a day-ahead basis) without incurring any financial penalty. The DBP is available to both SCE Bundled Service and Direct Access customers who have at least one service account with demands greater than 200 kW.	Forecasted hourly market price plus \$0.10 per kWh Credits capped at \$0.35 per kWh, unless the price of power exceeds \$0.35, after which participants will receive market price *See tariff for incentive amount variations for Direct Access customers	<ul style="list-style-type: none"> • Program Testing • Day-ahead forecast of 43,000 MW • CAISO issues alert one day ahead by 3:00 p.m. 	None	Year-round	<ul style="list-style-type: none"> • Minimum bid for an individual service account is 50 kW per hour. Customers may combine (aggregate) up to 25 service accounts and bid a combined minimum of 200 kW per hour, provided that the main service account (Designated Lead Account) has a demand greater than 200 kW • Participants must meet at least the minimum load reduction requirement and reduce their load between 50% and 150% of their committed power reduction, but not less than 50 kW for individual participants and 200 kW for aggregated group participation • Communicating interval meters and Internet access are required 	<ul style="list-style-type: none"> • Interruptible programs (i.e., I-6 or TOU-BIP, but cannot be paid for the same reduced load) • CPP • SDP

Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
Large Power Interruptible (I-6, RTP-2-I) This program is closed, unless the customer is new to the service territory or is an existing customer adding new load. The Large Power Interruptible Program offers reduced rates to program participants in exchange for contracted amounts of power reductions during an event. Penalties apply for failure to reduce power to at least the FSL during an event.	Reduced kWh and kW rates year-round	<ul style="list-style-type: none"> Receipt of notification from CAISO 	Secondary (<2 kV) \$10.65 per kWh Primary (2-50 kV) \$10.42 per kWh Subtransmission (>50 kV) \$10.06 per kWh	Closed as of November 26, 1996 (except to customers new to SCE territory, or to existing customers adding new load)	<ul style="list-style-type: none"> Annual Opt-Out/FSL Decrease or Increase November 1 – December 1 "No Insurance" Declaration Required "Essential Use Customer" Declaration Required Must set FSL to no less than 50% of average peak demand Interruption events are limited to one event per day, four events per calendar week (defined as Sunday through Saturday), or 25 events per calendar year and will not exceed 6 hours per day, 40 hours per calendar month, or 150 hours per calendar year 	<ul style="list-style-type: none"> May not participate in any similar CAISO or SCE program (such as CAISO's Demand Response Program, Base Interruptible Program, etc.) until customer meets annual I-6 obligation May not participate in CAISO's Ancillary Services Load Program May participate in TOU-BIP, DBP, OBMC; cannot be paid for same reduced load
Optional Binding Mandatory Curtailment Program (OBMC) The Optional Binding Mandatory Curtailment Program (OBMC) exempts customers from rotating outages in exchange for partial power reduction of their entire circuit during every rotating outage. Customers will be required to file an OBMC Plan acceptable to SCE prior to participation in this program. Additionally, to participate a minimum of 15% of the entire circuit load must be available for reduction during every rotating outage.	Exempted from rotating outages	<ul style="list-style-type: none"> Stage III – Rotating outages 	\$6.00 per kWh on excess energy	Anytime	<ul style="list-style-type: none"> Must have ability to reduce up to 15% in circuit load, in increments of 5%, during every rotating outage Failure to comply on two OBMC events in a year shall result in termination on the program, and the customer shall be prohibited from participation in OBMC programs for five years Available to any size customer; however, the entire circuit must reduce load 	<ul style="list-style-type: none"> No participation in CAISO's DRP or in a utility program that aggregates power for the CAISO's DRP May participate in TOU-BIP or I-6, and must reduce power below the lower of FSL or the 10-day baseline unless the monthly obligation is completed, and in that case, the 10-day baseline will be used May participate in DBP, but shall not be paid for any power reductions occurring during an OBMC event
20/20 Summer Savings Program The 20/20 Summer Savings Program offers eligible customers a 20% bill credit at the end of the summer for reducing usage by 20% on average over the four summer months. Qualifying bundled service customers include those with demands of less than 200 kW.	20% credit on total summer energy charges before taxes	N/A	None	Automatic enrollment	<ul style="list-style-type: none"> Summer season is Sunday, June 5, 2005 to Sunday, October 2, 2005 Minimum load reduction 	<ul style="list-style-type: none"> No

Program	Incentives/Penalties			Sign-Up Period	Other Program Features	
	Incentive Amount	Triggers	Penalty Amount		Special Conditions	Participation in Demand Response Programs Allowed
Electricity Pricing Research Project – Critical Peak Pricing – Fixed or Variable (SPP-CPP-V or SPP-CPP-F) Research project testing whether residential and small business customers will use electricity differently throughout the year when rates are higher during a CPP event.	Participation Appreciation Payments available	<ul style="list-style-type: none"> • CAISO emergencies • Temperature • Price • Program Testing 	No penalty, but customer pays a higher rate for energy during Super Peak events.	Customers are selected by SCE and participation is voluntary	<ul style="list-style-type: none"> • Interval meters are required and provided by SCE • CPP-V events may occur from noon to 6:00 p.m. weekdays (no holidays), 90 hours in a calendar year and a maximum of 6 hours per event <ul style="list-style-type: none"> – Summer season is 1st Sunday in June to 1st Sunday in October • CPP-F events may occur from 2 p.m. to 7 p.m. weekdays, except holidays a maximum of 15 events per year <ul style="list-style-type: none"> – Summer season is May 1st to October 31st 	None
Electricity Pricing Research Project – Time-of-Use (SPP-TOU) Research project testing whether residential and small business customers will use electricity differently when rates are higher at certain times during the day.	Participation Appreciation Payments available	N/A	N/A	Customers are randomly selected by SCE and participation is voluntary	<ul style="list-style-type: none"> • Small Business on-peak period is 12:00 p.m. - 6:00 p.m. weekdays (no holidays) <ul style="list-style-type: none"> – Summer season is 1st Sunday in June to 1st Sunday in October • Residential on-peak period is 2:00 p.m. - 7:00 p.m. <ul style="list-style-type: none"> – Summer season is May 1st through October 31st 	None
EnergySmart ThermostatSM Program (Pilot Program) Pilot program designed to equip small commercial buildings with the capacity to automatically control thermostats. Program offers a one-time payment to each customer at end of one full year of participation.	up to \$300.00	<ul style="list-style-type: none"> • ISO Stage II • SCE Test 	Forfeit \$5 to \$10 per override	Closed to new participants	<ul style="list-style-type: none"> • Bundled service customers with at least 1,000 kWh who do not exceed an average monthly billing demand of 200 kW 	



*This fact sheet is meant
to be an aid to
understanding SCE's
pricing schedules. It
does not replace the
tariffs. Please refer to
the individual rate
schedule of interest for
a complete listing of
terms and conditions
of service, which can
be viewed online at
www.sce.com.*



**SOUTHERN CALIFORNIA
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MEMO

Date: June 16, 2005

To: Energy and Environment Committee

From: Ashwani Vasishth, Associate Regional Planner, (213) 236-1908, vasishth@scag.ca.gov

Subject: Regional Comprehensive Plan (RCP) Update

SUMMARY

During the current fiscal year, staff is preparing draft chapters for a new Regional Comprehensive Plan (RCP). The drafts will be circulated shortly for review and comment. The purpose of this report is to update the Committee on progress and next steps.

BACKGROUND

The purpose of an RCP for the SCAG region is to implement the visions incorporated in various plans by doing the following:

1. Collect and consolidate policies of the Regional Council.
2. Create a clear and usable set of implementation actions, consistent with the region's policies, for outside entities.
3. Form the basis for SCAG's on-going Intergovernmental Review program.
4. Develop a set of plan outcomes and indicators across the full spectrum of planning and resource areas.

Content of Plan

An outline for the RCP has been developed. It includes the following chapter/topics:

- Land Use and Housing
- Air Quality
- Transportation
- Economy and Education
- Water
- Habitat and Open Space
- Energy
- Solid Waste
- Homeland Security

Each chapter will feature a listing of applicable regional policies, an implementation action plan, and a set of desirable plan outcomes.

MEMO

Progress to Date

During the current fiscal year, staff has worked with the Regional Comprehensive Plan Task Force (comprised of Regional Council members) to review policies and to devise a preliminary action plan within each of the chapter topics. Preliminary draft chapters will be circulated for review and comment beginning July 1. (Many preliminary draft chapters are currently available on the web – www.scag.ca.gov/rcp.)

Adjustments to Process

In considering how to make best use of the RCP effort, SCAG staff will propose several adjustments to the RCP process, as follows:

Rather than adopt a draft plan early in 2005-2006, and then adopt a final plan later in the year, the near-term action will be to release a preliminary draft for review and comment. This public participation period will be extended to run concurrent with the development of the 2007 RTP. The next RTP and the RCP will be adopted at the same time. The RCP will incorporate new planning and policy work done in the RTP process.

Next Steps

As discussed, preliminary draft chapters will be released within the next 2 months. The focus of effort in the coming year is in developing plan outcomes, and in reviewing and refining action plans. The RCP Task Force will continue to meet monthly, with each meeting focusing on 2 chapter topics. Additionally, some number of RCP Task Force meetings will be coordinated with the Benchmarks Task Force so that a full discussion on outcomes and indicators can be held.